

THE ORGANIZATION FOR THE AID AND PROMOTION OF SEARCH AND RESCUE

REC'D FEB 13 1974

REPORT ON THE POSSIBILITY OF MORE CIVILIAN

INVOLVEMENT IN SEARCH AND RESCUE IN ALBERTA

A.2. EXAMPLES OF CURRENT GROUPS IN EXISTENCE.

1. Lakeshore Search and Rescue Unit, Thunder Bay, Ontario. (Appendix 1)

2. Yukon Air Patrol, Whitehorse, Yukon. (Appendix 2)

3. Fort McMurray Search and Rescue Unit, Alberta. (Appendix 3)

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B. REASONS FOR THE CURRENT SITUATION.

1. All three were created by S.L. Milligan immediate awareness such as a search.

2. Terrain around the three areas is formidable or difficult thus making searching a difficult task.

3. Dedicated Presented to the SAR Committee of kept interest high.

4. The committee the Alberta Aviation Council

5. Communications between the groups and Aeradio, RCC, SAR Squadrons has been excellent.

C. EXAMPLES OF A PROVINCIAL COORDINATE PROGRAM IN EXISTENCE.

August 1973

Saskatchewan Civil Air Division of the Emergency Measures Organization has been operating since 1961. Records are kept of volunteer pilots, operators and aircraft. Operators are paid up to \$15 an hour for aircraft (depending on horsepower). The volunteers are considered EMO employees during search assignments to give them compensation protection in case of injury. Yearly simulated search training exercises are held.

D. SIMILAR PROGRAM REQUESTED FOR MANITOBA AT AVIATION COUNCIL MEETING.

At the 1972 general meeting of the Alberta Aviation Council Capt. S. Moore of RCC Edmonton mentioned he had proposed a program similar to the EMO one in Saskatchewan to the Manitoba Aviation Council. The program did not materialize since Manitoba EMO expressed satisfaction with existing procedures. Since M.A.C. was not in agreement with this satisfaction and had decided on a Civil Air Patrol type program (Appendix 4).

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THE ORGANIZATION FOR THE AID AND PROMOTION OF SEARCH AND RESCUE

REPORT ON THE POSSIBILITY OF MORE CIVILIAN

INVOLVEMENT IN SEARCH AND RESCUE IN ALBERTA

A. EXAMPLES OF CANADIAN GROUPS IN EXISTENCE.

1. Lakehead Search and Rescue Unit, Thunder Bay, Ontario. (Appendix 1)
2. Yukon Air Patrol, Whitehorse, Yukon (Appendix 2)
3. Fort McMurray Civil Air Patrol, Fort McMurray, Alberta (Appendix 3)

B. REASONS FOR THE SUCCESS OF EXISTING GROUPS.

1. All three were created because of an immediate awareness such as a search.
2. Terrain around the three areas is formidable or difficult thus making searching a difficult task.
3. Dedicated people initiated the plans had have kept interest high.
4. The commanders are competent.
5. Communications between the groups and Aeradio, RCC, SAR Squadrons has been excellent.

C. EXAMPLE OF A PROVINCIAL GOVERNMENT PROGRAM IN EXISTENCE.

Saskatchewan Civil Air Division of the Emergency Measures Organization has been operating since 1961. Records are kept of volunteer pilots, spotters and aircraft. Operators are paid up to \$15 an hour for aircraft (depending on Horsepower). The volunteers are considered EMO employees during search assignments to give them compensation protection in case of injury. Yearly simulated search training exercises are held.

D. SIMILAR PROGRAM SUGGESTED FOR MANITOBA AT AVIATION COUNCIL MEETING.

At the 1972 general meeting of the Alberta Aviation Council Capt. G. Moore of RCC Edmonton mentioned he had proposed a program similar to the EMO one in Saskatchewan to the Manitoba Aviation Council. The program did not materialize since Manitoba EMO expressed satisfaction with existing procedures. Since M.A.C. was not in agreement with this satisfaction they have decided on a Civil Air Patrol type program (Appendix 4).

E. REASONS WHY A PROGRAM MAY NOT WORK IN ALBERTA -- PROVINCE WIDE.

Local citizens Air Patrol type program.

1. In certain farming areas of Alberta, farmer members would not be able to assist during seasonal work such as seeding and harvest.
2. Without a strong co-ordinating factor joining all groups into one provincial program, interest and effectiveness will remain limited and possibly wither.
3. There is the possibility that there may be no one in a particular area that would be commander material.
4. Unless a strong desire for action comes from a group of people in an area the program could not develop or flourish. The suggestion may come from an outside force but the organizing must come from within.

Government type program.

1. The Directors of Alberta EMO may show no real interest in a program. Appendix 5 is a letter from them but does not give a definite commitment to such a plan.
2. Since RCC and the Search Squadron are now in Alberta there is no lengthy time lag before the military reach the search area. (Manitoba and Saskatchewan both suffer from this problem).

F. REASONS WHY A PROGRAM SHOULD BE TRIED IN ALBERTA.

1. To foster better understanding between local pilots and Search Squadrons. (Nowhere has the author found such a complete understanding of CF SAR operations as in these groups).
2. Have more emphasis placed on prevention and training.
3. Improve searches - after civilian pilots were trained in grid searching and if the groups authority stressed the importance of following instructions, then the pilots could be trusted to do the job.
4. Ease some of Canadian Force's expenses by doing the communications search locally, and by the added organized airpower.
5. Make searches safer by weeding out eager but undertrained pilots who may end up being more trouble than help.
6. Supply compensation coverage in case of injury during search.
7. Improve quality and quantity of spotters available in each area.
8. Build up an index on all pilots and aircraft capabilities.

ADDRESS

Mr. D.C. Johnston, Area Commander, Box 391, Thunder Bay, Ontario.

ORIGIN

In 1962 the idea for a bush search unit was born over public opinion and pressure over a search for a lost hunter by the Ontario Provincial Police. At that time it was established that as law enforcement officers they were not trained or equipped to carry out a major search.

DEVELOPMENT

Under the auspices of the Thunder Bay Fish & Game Conservation Club and with assistance from the Ontario Provincial Police, Ontario Lands & Forests, Abitibi & Great Lakes Paper Mills recruiting of interested volunteers took place.

In January 1963 under the leadership of Professor Trevor Page of Lakehead University (Geology & Archaeology), an intensive training course was started. This first course was comprised of 30 men plus bush instructors.

In the fall of 1963 the Thunder Bay Fish & Game handed over the management of the unit to an elected board of directors. At this point the unit became self sustaining. This original board consisted of nine members. A president and secretary-treasurer were responsible for raising funds, approving expenditures, custody of the equipment, publicity, recruiting, and general administration.

Mr. Trevor Page was appointed Area Commander and he appointed a deputy, adjutant and patrol leaders in both search and service fields.

In 1966 the unit became an incorporated body with a charter issued by the Attorney General's Office of Ontario. A formal constitution and by-law were adopted.

TRAINING

The formal school for training of new members operates from January to April each year. There are classroom lectures one evening a week and weekend practice exercises every second weekend. Lectures include: Introduction to the unit, Aims (moral law), History, Maps, Compass, Call out procedure, First Aid (unit physician), Radio, Camp & hygiene, Ropes and knots, Casualty handling, Water safety, Searching with dogs, Searching from aircraft, Law (by Provincial Police) and Operating unit equipment.

The weekend exercises start with pacing and compass bearings through a progressive series of navigational exercises to an overnight survival encompassing search sweeps and heavy casualty handling (rescue off a mountain).

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On completion of training each volunteer is supplied with an identity card (with picture) and is eligible to nominate and vote for the board of directors. After they have engaged in three searches they are permitted to wear the units crest. Any member over the age of 21 is eligible to run for the board of directors.

EQUIPMENT

Includes a one ton truck equipped and approved for ambulance status (personnel carrier), a pop-up trailer for command headquarters and radio room, a skidoo and trailer, and radio equipment. Radio equipment includes truck mobile, one base station, 8 motorola walkie-talkies and 2 motorola satellite portable stations (base) on 12/110 volt and two 12 volt generating plants. Rescue equipment includes stretchers, rope, block and tackle, lanterns, chain saws, stoves, camp cooking gear, sleeping bags, and two-man tents.

AIR SEARCH INVOLVEMENT

Due to a number of air searches in that area a requirement for trained spotters arose and the Lakehead Unit utilized its former R.C.A.F. personnel to perform spotting duties on service and other aircraft.

The unit has 93 personnel who are trained and checked out on Hercules, Buffalo, Caribou, twin and single Otter, Beaver and DC3 emergency procedures and spotter duties. They are qualified to sign on service aircraft as crew members.

Presently the Unit is negotiating with the Federal Government for the purchase of a surplus L19 Spotter aircraft to do track crawls four hours before Trenton are able to arrive. It will also provide a faster means of locating skidoo breakdowns and strays.

MEMBERSHIP

The present strength is 194 trained members, all volunteers and other than those items listed under EQUIPMENT, are self-equipped. Each person must be prepared to sustain himself for 3 days search when responding to a call.

FUNDS

Funds for operating and insurance is raised by donations from service clubs, athletic associations and private citizens. They are not tax exempt nor do they receive any form of grant from any level of government.

AUTHORITY

When a police agency request that the Unit take on a search they give the Unit the authority to carry it out and also provide any support requested. The police generally assign an officer to accompany the unit in the event the outcome is of a judicial nature.

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In bush searches a nylon shell orange/red jacket is worn as well as red berets. These berets were requested by all 3 police agencies in order to make a rapid identification of Unit personnel and permit them to carry out their functions.

OTHER INVOLVEMENT

Apart from training and search activities members of the unit lecture to 4-H Clubs, Scouts, Cubs, Girl Guides and Ranger groups as well as instruct at hunter safety classes. They also maintain a communications network and supply rescue facilities for paraprop competitions, boat races, and other civic events of that nature.

BUSH SURVIVAL

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COMMANDMENTS

1. Tell someone where you are going.
2. Carry and know how to use map and compass.
3. Carry emergency food, matches and a good knife.
4. Check your position frequently.
5. If lost — DON'T PANIC
6. Stay put. — prepare shelter and fire.
7. Prepare three signal fires in a 60 ft. triangle, ready for lighting at the first sound of an aircraft.
8. Conserve your food supply and strength.
9. If you leave your shelter, blaze your trail.
10. If not lost but only delayed, notify Ontario Provincial Police.

Charitable No.
0194365-59-20

ADDRESS

Mr. Jim Healey, President, Room 102 A, Federal Building, Whitehorse, Yukon.

ORIGIN

The YAP originated a few years ago because of concern by some local aviators. Too many pilots were taking off on flights wearing street clothes and having little thought for the weather. Their concern was born out of the fact that the terrain is formidable and aviation is so important there.

Although their major aim was prevention, they were little more than a social group. In the past few years the group has taken a more active role in search activities. It has become a permanent part of the search structure in the Yukon.

PURPOSE

Today YAP initiates a preliminary search at the request of the Rescue Co-ordination Centre (RCC) in Victoria and fills the gap from the time an aircraft is reported missing until the arrival of 442 Squadron from Comox, B.C.

Prevention is still accentuated. They have held survival lectures given by Mr. Allan Innes-Taylor, a northern survival expert living in Whitehorse. They have also sponsored the DND's Defensive Flying Lecture.

MEMBERSHIP AND STRUCTURE

The YAP is registered under the Yukon Societies Ordinance. Membership is made up of a variety of community people... government employees, aviation company owners and employees, pilots, and a member of the Canadian Forces.

It has been Major Stu Deacon, Secretary of YAP, who has been instrumental in coupling YAP and DND. His military job has nothing to do with SAR as he belongs to Northern Region Detachment. It is his personal interest and, no doubt, his military influence that has brought the YAP to the status of a permanent search vehicle.

VOLUNTEER

Much credit for the success of the group should go to the individual members who give their time and donate their aircraft during a search. One member even gives up his pay when he takes time off work. In fact the whole community of the Yukon co-operates. The president said they have never been refused on any request.

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RESPONSIBILITY

Major Deacon making use of his military familiarization has drawn up a Statement of Duties and Responsibilities for the YAP Search Co-ordinators. It is not so much to restrict the YAP members, but to give them guidelines for search responsibilities. It is to prevent an overzealous Search Co-ordinator from doing too much, and an overcautious one from not doing enough. There are six Search Co-ordinators, each trained to be in charge.

The Statement of Duties and Responsibilities include POL and long distance phone call authorization, assistance to SAR aircrews, safety, spotters, and electronic searches. Release of information to the public and the chartering of commercial aircraft are additional responsibilities when requested by the CF Searchmaster or RCC Victoria.

PROCEDURE

Generally, notification of a search comes from RCC Victoria to Major Deacon's office at NR Detachment. One of the six Search Co-ordinators (SC) is then notified.

An extensive communications search is then carried out by the SC. This saves DND money on the long distance phone calls that would have had to come from Victoria if there were no YAP. Not only the savings in cost makes the communications preferable from Whitehorse but also the fact that YAP can contact every HF radio scattered over the Yukon. They contact every bush camp, forestry station, MOT station, and all commercial companies. The R.C.M.P. does personal interrogation of trappers and anyone living in an isolated area. All this to narrow down the search area by finding where the aircraft last px'd.

When the 442 Squadron Searchmaster arrives in Whitehorse the search operation and accumulated information is transferred to him from the YAP. Should the SM request further assistance with aerial searching then YAP continues in the search. But usually after a day or so of donating aircraft and pilots the commercial companies must get back to business commitments.

YAP have on occasion completed a search even before Canadian and American military search crews could be freed from other search commitments. (The Yukon boarders on three search responsibilities - American, RCC Victoria, and RCC Edmonton.)

ADDRESS Mr. R. Hawkins, Coordinator, P.O. Box 30 Ft McMurray, Alberta.

ORIGIN

The idea for a Civil Air Patrol (CAP) was first discussed in late 1970 and came into being officially on 2 April 1971. This was after a number of people from the Fort McMurray area participated in a search. The first meeting had 30 people present. The group is not registered under the Societies Ordinance of Alberta.

PURPOSE

The idea was to be the first aid on the scene to conduct an initial search even before the SAR Squadrons arrive. When they did arrive CAP would give them comprehensive reports and also blend into the overall search pattern doing everything under them.

MEMBERSHIP

The CAP is made up of 30 members, about 40% of them pilots. They have an elected executive but have not formalized it yet into any particular time in which they serve. The Assistant Searchmaster is a pilot and the Searchmaster is not.

FEES

The formation was financed through grants totalling \$100 from interested members. Membership fees were set at \$3 per year for pilots and \$1 per year for nonpilots. The fees go towards the operating costs of CAP. The DND reimburses them for POL supplied during the searches and pays for long distance phone calls to RCC.

AIRCRAFT

The CAP has the capability of anything from 5 to 8 aircraft on the normal basis, or which 3 to 5 are commercial.

SEARCHES

The CAP has participated in 6 searches, four of which were for aircraft. One search they logged 189 flying hours covering 1,600 sq. miles and supplying 47 spotters with the aircraft.

They are also on call to the R.C.M.P. for other searches. So far they were called in on two cases where people were lost in the bush.

RELATIONSHIP WITH DND

An exchange of mutual information and trust has developed to the point where the CAP pilots who have been trained in DND method of search are now trusted to be able to do the job. This eliminates the need for the Search-

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ster to go through detailed instruction during each search. The CAP reports and methods of operations are accepted by DND as they do their own. This makes the search much easier as DND have that much less administrative work to do.

CAP maintain maps in Fort McMurray with radial lines and appropriately drawn squares on them. When they are assigned a block of squares their searchmaster can reassign these and get underway in a hurry.

RD INDEX

They have developed a very valuable card index system where they keep details of pilot and aircraft capabilities, hours flown etc. They know all that they could possibly know about the pilot and/or the aircraft so they do not have to search for manufacturers specs during a search. This index is not only CAP pilots but all those operating consistently or semi-consistently in the area.

SPOTTING

The CAP has a list of 30 additional people who are good at spotting. They can weed out those people who really want to help but get very air sick.

TRAINING

Prevention is emphasised. During the winter months they hold monthly meetings, having guest lecturers. To date they have had presentations by CIRA (based at Winnipeg at that time), Alberta Aviation Council, COPA, and CAA Accident Investigation.

SUGGESTIONS FOR IMPROVEMENT

The CAP would like: (a) The card index of information on pilots and aircraft developed into a national program.

(b) Funds made available for training pilots in grid pattern searching. For example exercises of looking for a simulated downed aircraft.

(c) Some provision for compensation in the event a person is injured during a search.

manitoba aviation council

INCORPORATED

13 August 1973

Susan Milligan
Organization for the Aid and Promotion of Search and Rescue
6403 96 Street
Edmonton, Alberta T6E 3G6

Dear Susan:

Thank you for your letter of July 27 re Capt. Gordon Moore's proposal to co-ordinate with the Manitoba Emergency Measures Organization. I am not able to take advantage of your very thoughtful provision of a tape cassette. My only recorder is a private one whose quality is not reliable, so I must put my answer to paper.

The Manitoba Emergency Measures Organization does not seem to consider itself responsible for searches for aircraft, and professes satisfaction with existing procedures for call-up with the C. A. F. I am disappointed to say that the E. M. O. seems to be the only one aware of this degree of satisfaction.

Last winter we invited their active participation in our Search and Survival Seminars through the province, and they were only able to respond in two instances.

PROMOTING AVIATION IN MANITOBA

Susan Milligan
Organization for the Aid & Promotion
of Search and Rescue

While we still hope to build a program with them, our Council has decided in favor of a Civil Air Patrol, as you know. Later in the year we hope to complete a registration and training program, with the help of 440 Squadron whose personnel have been most co-operative. After that it will be a matter of a call-up system and maintenance of continuation training programs. We have a file of interested applicants awaiting this progress.

Dr. Skjima is the Committee Chairman of our C. A. P.

A few resource problems must be resolved before we can start the action.

Despite a few frustrations, I must admit that a detached review of our Council's achievements is highly satisfying. We have selected November 23 - 24 - 25 as our Annual Meeting date, as you will see in our NEWS LETTER. I hope that you can join us!

I hope that this information satisfies your needs. Good luck in your endeavors, and accept my best personal regards.

Cordially yours,



E. Thornhill
Manager

pmk



EMERGENCY MEASURES
ORGANIZATION

403/455-7181

10320 - 146 Street

Edmonton, Alberta, Canada. T5N 3A2

Ref: O-1-20

26 July 1973

Mrs. Susan Milligan
6403 - 96th Street
Edmonton, Alberta T6E 3G6

Dear Madam:

"Search and Rescue" Activities

Thank you for your letter of 16 July, addressed to Mr. J. E. Reekie, Director, Program Development Division.

In response to your specific questions, we wish to state that:

- a. We have not been approached with a plan for air searches, similar to the one you describe as having been proposed for Manitoba;
- b. We do not have "... some plan in the making, involving aviation searches for the future".

The function of search and rescue for downed aircraft is assigned by statute to Government of Canada Departments, with search and rescue operations a specific responsibility of the Canadian Forces. Consequently, no Department or Agency of the Government of Alberta can be committed to an involvement in search and rescue operations, unless a formal request for assistance is received, and approved by the Government of Alberta.

To exemplify our point, we recall an instance -- some years ago --

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when a Search Master requested assistance in organizing spotters for search flights. At that time, our field officer responded by setting up a recording centre for volunteers, and passing lists to the Search Master. It is feasible that a similar situation may arise in conjunction with some future search operation.

We hope our comments have been useful, for the purposes of your survey.

Yours very truly,

H. Westgate
for E. Tyler, Director

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